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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Automobile Works, National Enterprise (AZNP) at Mlada Boleslav	DATE DISTR.	26 July 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

1. The Mlada Boleslav Plant of the former Skoda Works, now the Automobile Works, National Enterprise (AZNP—Automobilove zavody, n.p.), was located in the northeastern outskirts of Mlada Boleslav south of the Mlada Boleslav-Stara Paka railroad line. A road leading to Kosmonosy (051/G02) bordered the west side of the plant. A street ran parallel to the entire east side of the plant, while another street, which later joined the road to Stara Paka (051/G44), paralleled the west side of the plant.
2. The south and west sides of the plant were surrounded by a wall approximately 2.6 meters high; the east and north sides were surrounded by a wire fence about two meters high. On top of both the walls and the fences was triple barbed wire.
3. The plant employed 10,000 workers, of whom 40% were women. Occasionally, brigade workers were employed for short periods of time. Eight to ten prisoners from Mlada Boleslav worked in the boiler house.
4. Some of the parts used in the production of automobiles were supplied by Autorenova at Nymburk (051/G20) and Liberec (051/G16) and by Autopraga at Ceska Lipa (051/F75).
5. Production was 1,200 Tatra trucks and 706 Skoda trucks (sic). The plan was fulfilled more than 100%. 25X1
6. A great part of the vehicles was exported to East Germany. 25X1
7. Two men were always on guard in the plant guardroom. Two men patrolled the plant during the night, but they were probably members of the fire brigade. 25X1

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25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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25X1

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- 2 -



8. The following is a description of installations in the plant (the numbers correspond to those on the attached sketch):

- (1) Sixty meters north of the railroad track and the main site was a pressing shop for car bodies, 30 x 40 x 10 meters, with approximately 10 large and a number of small presses.
- (2) Thirty meters east of the press shop was a tinsmith's shop and an assembly for car bodies. Size: 40 x 30 x 10 meters.
- (3) Five meters south of the railroad track was a gatekeeper's room, 4 x 4 x 3 meters.
- (4) Five meters south of the screw-cutting shop were internal and external finishing shops. The building's dimensions were 40 x 20 meters and it had five floors. The glass shop was located in the basement, the paint shop on the ground floor, the joiner's shop on the 2nd, the upholstery shops on the 3rd and 4th, while the 5th floor was empty.
- (5) A plumber's shop was five meters south of the finishing shops, 15 x 8 x 4 meters.
- (6) A turnery, 15 x 8 x 4 meters, was south of the plumber's shop. It was equipped with four large Magdeburg lathes, which machined six pieces at once, as well as six smaller lathes.
- (7) A gatekeeper's lodge, 4 x 4 x 3 meters, was south of the turnery.
- (8) The kitchen was 25 meters west of the gatekeeper's lodge. Its dimensions were 10 x 6 x 5 meters.
- (9) A canteen, 20 x 10 x 4 meters, was located north of the kitchen.
- (10) Fifteen meters north of the canteen, 10 meters west of the finishing shops, and approximately 10 meters from the railroad track, was a building of three floors whose dimensions were 75 x 50 meters. It contained:
  - a. a storehouse for material on the ground floor;
  - b. the plant offices, offices of the Work's Council, upholstery shop, tool shed, and plating shop on two floors;
  - c. the drawing offices on one floor;
  - d. an assembly hall for car engines and stores of machine parts on the ground floor.
- (11) Approximately six meters west of building #10 were:
  - a. a dispensary and dental surgery;
  - b. a welding shop;
  - c. the office of the works guard and security department;
  - c. hardening shop.
- (12) Eight meters west of building #11 was a building of four stories, 85 x 30 meters, which contained:
  - a. storehouse of wheels, bumpers, tools, and paint shop;
  - b. finishing shop for racing cars on the ground floor;
  - c. finishing shop for ordinary cars on the ground floor;
  - d. corridor;

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- 3 -



- e. grocery shop;
- f. guardroom.

- (13) Storage and office building, located close to the fence, 30 x 15 meters large with two floors. The store of products was on the ground floor, while the offices were on the 2nd floor.
- (14) Thirty meters south of the storehouse and offices was a large boiler house, 25 x 20 x 10 meters. On the northwest side was a chimney.
- (15) Eight meters west of the guardroom (#12(f)) and approximately 10 meters south of the boiler house was a large building, 14 x 20 x 5 meters, which contained:
  - a. tinsmith shop;
  - b. testing of the engines;
  - c. repair shop of machine tools;
  - d. forge;
  - e. welding shop;
  - f. cloakrooms and washroom;
  - g. offices;
  - h. gatekeeper's room.

25X1

- (16) A building of two stories, 50 x 70 meters, contained:
  - a. the offices and trainees' workshops;
  - b. an engineer room.

25X1

- (17) Stores of electrical equipment, 50 x 20 x 5 meters.

- (18) Machine shop and welding shop, 75 x 20 x 5 meters, located eight meters north of # 17.

- (19) The Mlada Boleslav-Stara Paka railroad line passed the plant.

- (20) A screw cutting shop, 15 x 10 x 4 meters in size, was located about 15 meters south of the railroad.



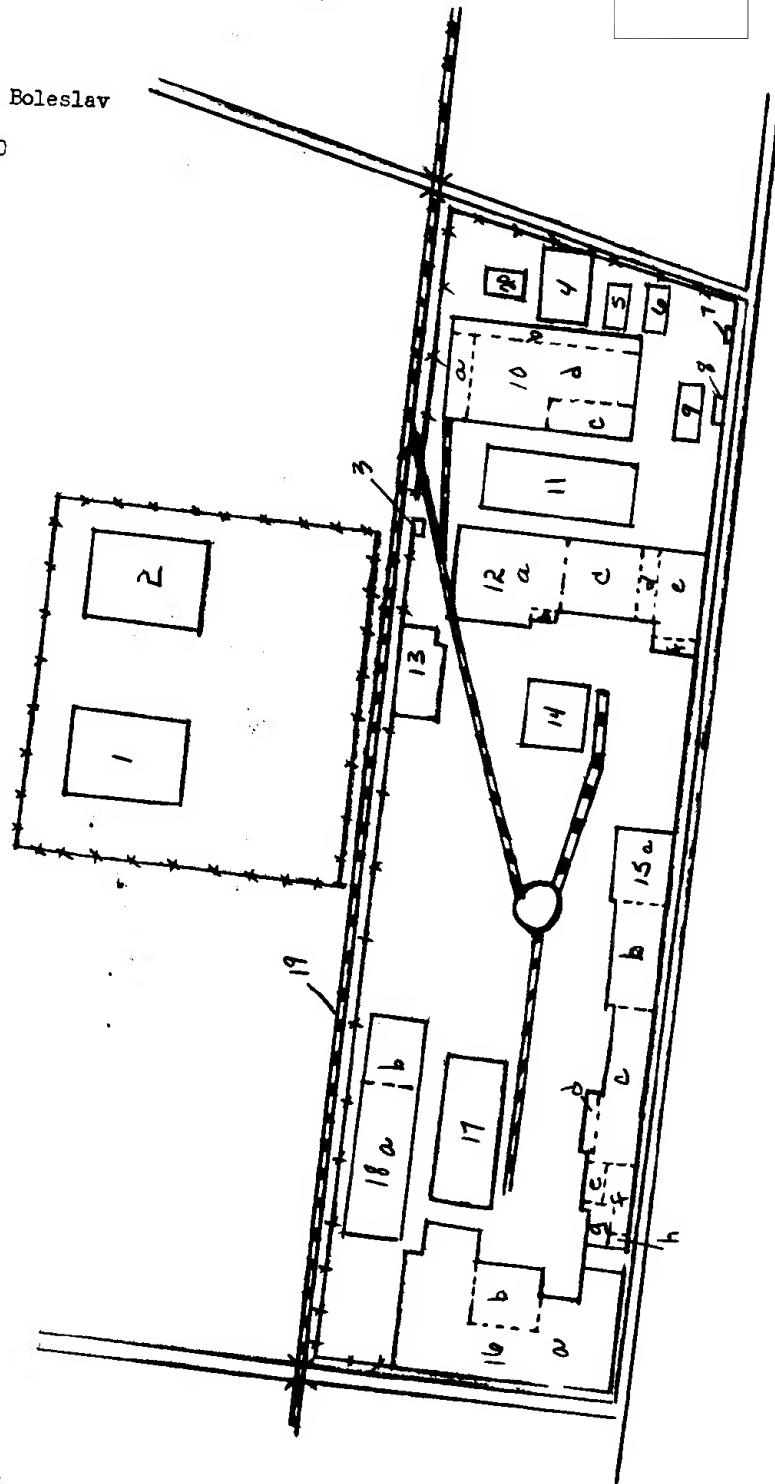
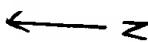
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- 4 -

AZNP Plant Mlada Boleslav

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